

"CLUB"
THE POPULAR
SCOTCH
WHISKY.
PER DOZEN ... \$13.50
H. PRICE & CO.
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

"D. C. L."
OLD TOM
AND
DRY GIN
PER DOZEN ... \$8.00
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

No. 13,873 號百九千零一十號 第一月初日 HONGKONG, FRIDAY, SEPTEMBER 5th, 1902. 伍英禮 嘉伍月亥年式零百九千壹英港香 PRICE, \$1. PER MONTH

WATSON'S
GINGER BEER
IN STONE BOTTLES
IS BREWED IN THE COLONY
AND IS THE BEST ON THE
MARKET.

A. S. WATSON & CO.
LIMITED.
ESTABLISHED 1841.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
in of time in Hongkong of their Agents.
SIEMSSSEN & CO.

Hongkong, 1st January, 1902.

CUTLER, PALMER
& CO.'S

PRICE, \$1.25 PER DOZEN.

NET:

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of Selected

Fine Stock Whiskies

Apply to

SIEMSSSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 1.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
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INTIMATION

A. S. WATSON & CO.,
LIMITED.BREWED
GINGER BEER
IN STONE BOTTLES.

THE GINGER BEER we supply is prepared in our well-known factories from the freshest and best ingredients, and holds the unique position of being the only GINGER BEER in the Colony that is really BREWED.

Of the highest standard of excellence and purity, our GINGER BEER forms a most refreshing and health-giving beverage.

Per Doz.

Price (in Stone Bottles) \$1.75.

One dollar per dozen is allowed for the bottles when received back at our factories in good condition.

A. S. WATSON & CO.

LIMITED,

BREWERS OF GINGER BEER AND
CARAMELED WATER
MANUFACTURERS.

ESTABLISHED A.D. 1841.

those unacquainted with China that definite terms had been arrived at. Those who are acquainted with Chinese methods, on the other, will exhibit no surprise. It would be satisfactory, nevertheless, to learn from Shanghai what exactly happened during the last days of August.

Another day free from plague was reported at noon yesterday.

H.M.S.S. *Argonaut*, *Goliath*, and *Ocean* have proceeded to Weihaiwei from Japan, and the gunboats *Espiegle* and *Robust* are at Hankow and Macao respectively.

We received the following typhoon warning from the U.S. Naval-General yesterday afternoon, dated Manila Observatory, 4th September, 3 p.m.—"Now depression off the E. of N. Luzon."

The U.S. revenue cruiser *Luzon*, one of the ten being built for the U.S. Philippine Government by Messrs. S. C. Farisham, Boyd & Co., went on her official trial at Shanghai on the 27th ult.

The following appointments have been notified at the Admiralty:—Lieutenants—H. F. C. Ketchen, to the *Tamar*; for destroyers in reserve, and J. M. Maxwell Scott, to the *Goliath*, undated.

The ferry-launch *Morning Star* became jammed between the guiding-piles and the wharf at Kowloon yesterday morning about half-past ten, and was extricated with some difficulty. The accident occasioned a delay of about fifteen minutes.

A recrudescence has taken place in the local carpenters' strike. The men resumed work generally at the beginning of the week, evidently in the belief that their action would result in the granting of the desired increase of wages, but as this was not forthcoming they have shown their feeling in the matter by again leaving the masters in the lurch.

The entertainment to be given in the City Hall on Saturday, 13th inst., on behalf of the Brothers Francis, promises to be a highly successful one. Besides numerous musical items, the programme includes exhibitions of cutlass drill and physical exercise by men from the British war-vessels in port. The tickets are selling well.

In the Stag Hotel on Wednesday evening the chief and first-class petty officers of H.M.S. *Tamar* gave a dinner to celebrate the occasion of the arrival of reliefs and that of the departure of old shipmates. The dinner was very enjoyable and successful one, and in the smoking concert which followed the Francis Brothers, who are arranging an entertainment in the City Hall for Saturday, the 13th inst., lent their assistance.

The *Straits Times* of the 28th ult. says:—Owing to the troubles in the North of Siam Chinese shippers have for the past weeks been somewhat wary of shipping goods there and, as a matter of fact, had in some cases altogether stopped doing so. The reassuring news received of late, however, has changed this state of affairs and for the past few days the usual shipments have been resumed.

In reference to the complaint made by our Taiyuanfu correspondent, that letters addressed to the province of Shansi are often sent to the town of Shasi, says the *N.C. Daily News*, it must be explained, in justice to the British Post Office here, that the blunder is committed in Hongkong. The covers were sent to the British Post Office here for inspection, and they all bore the Hongkong post mark. All the northern and river port mails by English and German packets are sorted and bagged for each port separately at Hongkong. The British P. O. does not make up any closed bag for Shasi by French packets, the few that do come being handed over for transmission to the Imperial Chinese Post.

A correspondent at Nganfu, Hupeh, writes to the *N.C. Daily News*:—Encouraged by the pioneer journey of the British gunboat *Ted*, our German friends decided to send a gunboat up the Han, as far as Hsiangyang. News reached the officials that a German gunboat left Hankow on a certain date, and might be expected at Nganfu in a week's time. We waited for that gunboat, and many enquiries were made, but it did not arrive. I found out afterwards that the gunboat went up as far as Hsien-tao-tien, half-way between Nganfu and Hankow, and for some reason turned back and returned to the centre, so the German flag has not been seen on those upper reaches yet. One wonders if our friends are concession hunting. There is a noble stretch of sand between the city and the river, but nothing else worth having.

The Peitaiho correspondent of the *N.C. Daily News* writes:—A gentleman who recently visited Nanchang says the Russians are making all preparation for their retirement from Manchuria at an early day, and expresses the belief that they will do so. At the same time he admits that they are not likely to give up some of the places on which they have spent considerable sums, such as New-chwang and Taliu Bay, nor to retire without some sort of equivalent for what they supposed they had acquired here, nor even then to make an absolute relinquishment of their claims upon that country. Notwithstanding these "preparations," it will require a great deal of evidence, in view of recent events and past history, to convince most observers that there will be any proper "retirement" till they see the movement actually begun. In fact, the presumption at present is all the other way. The claws will be sheathed while the Dutch will be maintained, and Tibet will probably be the *quid pro quo* for the sheathed claw.

The Kaiser intends to visit King Edward in November next.

Sir Francis Lovell, who started out last year on a tour of the Empire in the interests of the London School of Tropical Medicine, and visited this port on his journey, has reached home again, fortified by a formidable mass of valuable information for the institution he represents.

There are great discussions in the Hongwanji, the Shin sect of Buddhists of Japan, the hereditary Lord Abbot, Count O'ani, being a man of most immoral habits, it is alleged. On the other hand, we see in one journal that the charge against the Lord Abbot is of "prodigality."

At a place near Poona, India, the other day a woman found a shell and handed it to some labourers whom she asked to break it to pieces, saying she wanted the iron of which it was composed. They commenced operations by pounding it with stones. At latest, advises one man was dead and buried, two men, a woman and a infant were in hospital, and the woman who discovered the thing was in gaol.

Dr. Solf, Governor of Samoa, who reached Singapore by the *Prince Regent Luise*, intends to visit several China coast ports as well as Hongkong. He will also pay a visit to the Sunda Archipelago for a minute investigation of the practicability of sending Chinese coolies to Samoa. It now transpires that the master has assumed another phase, as the Samoa Company has taken it in hand and intends to transport to Utopia from 3 to 4,000 Chinese; whereas Dr. Solf only had intended to make the first trial with about 6,000 Chinamen, for which 15,000 marks had been allowed by Government. There are a good many there who regard the undertaking with unfavourable eyes, fearing that the morals of the islanders might be contaminated by the Chinese.

Quite a number of the most modern 1900 and 1901 Winchester rifles are to be found in Bangkok, says the *Bangkok Times*, and it is quite certain that the greater part of them were imported without passing through the Customs. We have it on good authority that within the last three months there has been a heavy illegal import of arms into Siam. It is believed they were landed first at Kobsichang. Under present circumstances the difficulties of enforcing the law are enormous, and surely it is time that Siam changed the law. Under an ordinary Arms Act it would be possible to control the import with some degree of success, apart from the fact that such an Act would be of the greatest assistance to the Police in repressing violent crime. But Siam does not seem to see it.

It is reported, says the *N.C. Daily News*, that Director-General Sheng of the Sung-Wu Railway has, under advice, ordered the extension of the Woosung end of the line from Woosung Creek to the bend in the vicinity of the North fort of the port of Woosung. In this connection Mr. Chuang, the Assistant-Manager of the Sung-Wu Railway, in company with other officials of the line, went the other day to examine the distance between the two points, work on the road-bed of which, it is reported, is soon to be begun. Owing to the disappearance of some of the boundary-marks of the railway between Woosung and the Shanghai terminus, the officials of the line have had constructed 18 granite boundary stones, bearing the name of the railway, to be erected on either side of the Company's property, and in the following order:—Sixty stones to be erected between North fort bend and Changtua creek station; sixty from that station to Chiangwan; and sixty boundary-stones between Chiangwan and the Shanghai terminus.

A description of the aiming apparatus invented by Capt. Percy Scott of the *Terrible* appears in a Colombo paper:—The aiming apparatus known as the "dotter" is being sent out by the Admiralty and introduced on vessels in the East Indies and China Stations. The *Terrible* has one of these on board attached to one of her two 9.2 inch quick-fires, while the cruiser *Fox* of this station, which is now in harbour, has also one of these indicators in use. The apparatus, which is to ensure correct shooting, consists of a miniature movable target fixed a short distance from the muzzle of the gun and at the end of the gun is also a sort of type-writing contrivance which is manipulated by the gunner who fires the gun. This indicates on the miniature target the correct time to fire at the target at sea and this is done exquisitely and without any mistake. The arrangement and working of the "dotter" is kept a secret. The working of the appliance is quite simple and can be manipulated by any gunner after a short practice.

The Shanghai tramways concession is to be for 21 years, the tenders paying a royalty of £50 per year per mile of double track and £100 per year per mile of single track. They propose to lay at once about 9 miles of double and 8½ miles of single track. The overhead trolley system is to be adopted, and the cost of construction, including power-house and plant, is estimated at £320,000. Single-deck cars accommodating 6 first-class and 40 second-class passengers are to be used, with fares for a course of about 1½ miles of 6 cents first and 2½ cents second-class. The routes are not yet definitely decided, but it is proposed to lay lines to Yangtze Creek, to the Bubbling Well, and for a cross-town inner loop, and these routes are to be in working order within two years. It has been a long and laborious task to get tramways authorised in Shanghai, says the *N.C. Daily News*, but we are certain that when they are here and at work they will be found to repay the community for all the trouble the efforts to introduce them have caused.

The Royal Juhur Tin Mining Co. on the 28th ult. decided on a 5 per cent. interim dividend.

Prince Komatsu arrived at Port Arthur on the 21st ult. and left in the Japanese flagship *Komo* for Kobo.

The yacht which is being built at Nagasaki by the Mitsu Bishi Co. as a wedding present to the Crown Prince of Japan is to be ready for launching shortly. She has already cost some \$90,000.

The opinion prevails in Berlin, according to a despatch from that city, that the Siamese question can be solved without further difficulties, if France will respect the commercial rights of the other Powers.

H. E. Lo Feng-ku, ex-Minister to Great Britain, who has stayed in Shanghai ever since his recent return from London, left for Foochow on the 23rd ult. to pay a visit to his home before proceeding to Peking to report on the expiration of his mission.

The people of San Jose, California, are moving to have the Chinatown of that place removed from within the city limits. They claim that the presence of a noxious Oriental quarter is detrimental to property values and otherwise injurious to the community.

STRANDING OF THE "OSLO."

Messrs. Sander, Wieler & Co. informed us yesterday morning that they have received information that the Norwegian ss. *Oslo* stranded on Giruma reef, Loochoo Islands, on a voyage from Iloilo with sugar to Yokohama. No further news is to hand so far.

WEATHER REPORT.

The following was issued from the Hongkong Observatory yesterday, at 12.20 p.m.:—The typhoon has apparently moved NNE. over Cora, and lies this morning to the westward of Vladivostock, where the barometer has fallen rapidly.

The other depression, noted yesterday as lying east of the Loochoo, may have moved to the NW., but observations from the Japanese stations are not yet to hand.

The barometer is falling again along the China coast. Moderate to fresh N. and W. winds along the China Coast.

Forecast:—Moderate NW. winds; fine.

FATAL FIRE.

THREE LIVES LOST.

Soon after four o'clock yesterday morning fire broke out on the first floor of premises situated at 105, Wellington Street. The alarm was quickly sounded, and not long after the discovery of the outbreak the fire brigade was on the spot. By this time, however, the flames had obtained a firm hold of the shop in which the outbreak originated, one occupied by a shoemaker, and were shooting out into the street, accompanied by dense clouds of smoke, so preventing the firemen from entering the building. The cascades of water with which they were

fought ultimately extinguished the flames, and when it was safe to do so an enquiry was made for the purpose of ascertaining the nature and extent of the damage. On the ground floor, which was tenanted jointly by a silversmith and grocer, not much damage was done, and what accrued was caused by water only. The shoemaker's shop, on the first floor, where, as has been remarked, the outbreak commenced, was practically destroyed, but on the second floor, where the damage to property was trifling, a discovery was made which imparted to the circumstance a gravity hitherto undreamt of. The floor was occupied as a family house, and on Sergeant Garrod forcing an entry into one of the cubicles a gruesome sight met his gaze. Lying in various positions in the room were the bodies of three females who had died from suffocation. The fire had scarcely touched them, only part of their clothing and skin showing signs of having been burnt. One of the victims was a child of six or seven, apparently another a servant girl of about sixteen, and the third a married woman; the bodies were removed to the mortuary. It is not known how the fire occurred, but it is damage is believed to be covered by insurance.

THE SERVANT QUESTION.

The *Peking Gazette* says that the Imperial

Edict should read:—*Lekin* will be abolished,

where all the foreign governments have agreed

to the proposed increase in the import and

export duties."

MR. CHAMBERLAIN'S SPEECH.

Mr. Chamberlain, in the course of an

interview, said that in his speech at Birmingham he meant to say that the nation would not

consent in time of peace to maintain a

standing army of 250,000 men.

A SOUTH AFRICAN GALE.

A fierce gale has been raging at Algoa

Bay, on the southern coast of Cape Colony.

Seventeen sailing vessels, two tugs, and a

number of lighters are ashore. Many lives

have been lost.

ERUPTION AND TIDAL WAVE AT MARTINIQUE.

An English steamer which has arrived at

Castries, Santa Lucia, West Indies, from

Port de France, Martinique, reports another

terrible eruption of Mont Pele at nine

o'clock on Saturday evening. Refugees report

that Mornes Rouge has been entirely destroyed.

Le Carbet, Martinique, has been swept by a

tidal wave in which over two hundred lives

have been lost.

LONDON, 2nd September.

THE MALT NIQUE DISASTER.

An unofficial telegram received in Asia

announces one thousand lives lost in the recent

Martinique disaster. It is further stated that

two cruisers are embarking refugees.

THE CAPE PARLIAMENT.

The Cape assembly has adopted the progres-

sive amendment to the Indemnity Bill, asking

for an extension of powers and an Imperial

martial law commission. Sir J. Gordon Spragg,

Premier, as previously announced, has already

communicated with the Imperial government

on the subject, and there is thus a proposal

of the proposed colonial commission being

voted.

THE KACHIDATE MARU IN A TYPHOON.

Captain S. Fujiki of the ss. *Kachidate Maru*

which arrived in Hongkong yesterday with a

cargo of coal consigned to the Mitsu Bussan

Kaiatsu, reports having been in a typhoon on

the voyage from Japan. The steamer left Karatsu

on the 29th inst. On the 30th she encountered

the typhoon of Haishan Li-hue, the barometer

falling gradually and the wind veering round

from N.E. to westward. On the 1st inst. the

barometer had fallen to 29.23 dog., the wind

force was 10

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

UNDESIRABLES AND HIGHWAY BOBBIES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd September.

SIR.—How is it that we have had so many highway robberies of late, in broad daylight? The answer is very simple. Owing to the large number of undesirables residing in the Colony. And why have so many of these creatures in our midst? Simply because absolutely nothing is done to prevent them visiting this happy hunting ground in unlimited numbers. They are as free to land and reside here as the migrating swine is to locate himself in a paddy-field, and their prospects are ever so much brighter, for while the harmless migrant is liable to be shot at any moment the worst that can happen to them is to find themselves if they come to grief in palatial quarters with a menu vastly superior to the one they had to cater for themselves. One cannot help smiling when one thinks of the solicitude shown by the Government for the welfare of natives leaving the Colony for the Straits and other places, while it is quite oblivious to the influx of the scum of Kwangtung. True, we have that white elephant the gao, which is as favourably known to the nationality of the neighbouring provinces, as the Hotel Cecil is to the élite of London. What more natural than that they should give it a trial when hard times are struck? From what one hears they are quite satisfied with the accommodation, but are disappointed with the food or rather the quantity of it as the visiting Justices can testify—showing that the creature comforts for which a foreign Government receives credit fall somewhat short of expectation.

That there has been no diminution in offences during the past decade is amply proved by the enormous number of prisoners in gaol, which I suppose must average 500 daily. I often feel sorry for our hard-working Magistrates who seldom or never get home before 6.30, having day after day to try scores of criminals who should not be here at all and who are mostly desperate creatures who have just arrived from the country. Things would not be quite so bad if our management of the natives were different, for John Chinaman has changed very little in recent years, but I think it will be admitted that he is more easily spoilt than a child by unjudicious treatment. In proof of this, I found when recently in Macao that the natives there were extremely civil and obliging and contented with their lot, in such marked contrast to the overbearing and insolent demeanour displayed by natives here when employed by Europeans. Why should there be such a difference in the manner of the natives in the two places when they are practically recruited from the same districts? I have no hesitation in saying it arises from the difference in treatment. It is not so long ago since we had a Protector of Chinese in the Colony, what is now wanted is a Protector of Undesirables. While giving undesirables a very warm reception every encouragement should be given by the Government to honest Chinese coming here in search of employment; they should be housed in healthy buildings and every care should be taken that they are not preyed on by unscrupulous harpies under the cloak of one of the many guilds so common in the Colony. The reader will say this sounds very well, but how is it to be carried out? Simply enough, but it will entail a considerable amount of trouble and expense, but nothing like the cost to the Colony of the gao with its hordes of inmates which I should expect under the new order of things to dwindle down to something reasonable. Every pawnbroker is compelled by law to keep a book which is available at any time for the inspection of the Police showing the articles pawned and who pawned them. I should compel every boarding-house keeper to keep a similar register. This register should give the following information: name and date of arrival of each inmate, profession employed or unemployed; if employed, where, if intending to emigrate, where. I should also insist on employers of labour keeping a similar register so that if an individual staying at a particular boarding-house stated he was employed by a certain man, the Police could verify his statement by referring to the register of his employer if there was anything suspicious about his movements. Of course if a man says he is going to see the sights of the Colony, he should be allowed to do so, but to know to whom he is going to show the sights of the Colony, the Police should be allowed to inspect his register. This register should also keep a record of all the persons in the Colony but of course on a small scale. The police should be rogues, keeping the registers of the boarders for houses, might combine and plot against for a short period. To provide against this however, I would insist on proprietors of houses of this description also keeping a register to be available for police inspection at any time. This register should show when the rooms were let, but more particularly the occupation of the tenants. The proprietor should also satisfy himself that their statement is correct by referring to their employer. If unemployed, then as in the other cases they should be required to show they are possessed of funds. In my opinion it is absurd keeping on an average 500 prisoners in gaol, as it is expensive and does little or no good. The only advantage is that prisoners are necessarily compelled to relinquish their associations, while in a durable life, but that is a small matter considering that are hundreds of young forward to take this place. I would have more than 100 prisoners in gaol at a time. As convicted, I should give them a flogging and deport them. The Company should change its name to the Kowloon Wharf and Road Godown Co., Ltd., etc.

KOWLOON RESIDENT

to a lot of the raffish if they resumed their unlawful calling. Under these circumstances I think they would be very unlikely to revisit the Colony. Of course to make this practicable, certain Ordinances would have to be amended. If we succeed in keeping these undesirables out of the Colony it would greatly help to relieve the overcrowding regarding which we hear so much nowadays. Theoretically these elaborate trials of criminals often for very trivial offences followed by up-to-date treatment in gaol seem all right, but in practice like a good many other schemes that look so nice on paper are easily failures. I have no fault to find with the Police, who do their work very well, considering the material of which the force is composed.

One other matter I will refer to before bringing this rather long letter to a close. Not long ago a Commission was appointed to enquire into the labour question. It was found that things were far from satisfactory, but unfortunately the Government was too weak-kneed to make any change. Since then things have gone from bad to worse. Any afternoon if it is raining hard, it is almost impossible to get a chair the very time one needs one, not because the chairs are employed, for scores of them can be seen lining the streets, but because the coolies have disappeared. This is altogether wrong, and is very easily put right. Put a clause in every coolie's license that if he is not in charge of his chair without giving adequate reason for his absence, his license is to be liable to cancellation.—Yours, etc.,

BIZ.

CHINESE NAMES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 4th September.

SIR.—I read with interest in your issue of this morning the discussion on the question raised by the Hon. R. Shaw, as to the naturalisation of Chinese under more than one name. I entirely agree with the hon. member that Chinese should not be allowed to naturalise under more than one name, and that the names under which they are known, whether as honorific, literary, or otherwise, should be disregarded. The course suggested by the Attorney-General was a sensible compromise, but it does not, I think, entirely meet the difficulty. I am given to understand that it is not uncommon for Chinese to become interested in one business under one cognomen, and to be registered as partner in another concern under another style or title. They also sometimes set out on their travels under one of these aliases, and cause some confusion to foreigners who may have known them as So-and-so. I think some legislation is required in this British Colony to prevent aliens from doing business or pursuing various avocations under different names. It should be made incumbent on Chinese settling here for the purpose of earning a living or carrying on trade to declare their patronymic denominations, and they should not be allowed to sign cheques or any documents under any other designation, or to enter any employment, or give evidence, or serve in any public capacity under any other designation whatsoever. There has, unfortunately, always been too much tendency, both in legislation and administration here, to forget that this is a British Colony, and not a Chinese dependency. There should be less pandering to Chinese prejudices and more honest effort to adapt the Chinese to Western customs. We do not, as we well might do, take a leaf out of the Celestial code, and treat them to a little more of the argument of the stick, instead of crowding up the gaol with petty offenders; but we do allow them to render the city malodorous and insanitary by their dirty habitation, and we recognise custom and ways that are not tolerated in any other part of the Empire. It is time that all this was changed, and that the Chinese should be brought into line with the rest of His Majesty's subjects, if they wish to aspire to the honour of British citizenship.—Yours, etc.,

R. CHATTERTON WILCOX.

DANGERS AT KOWLOON.

TO THE EDITOR OF THE "DAILY PRESS."

Kowloon, 4th September.

SIR.—Many of the Kowloon residents have at one time or other had accidents through the faulty condition of the Kowloon Wharf and Godown Company's tram-rails near the ferry pier at Kowloon; wheels have been wrenches off their rickshas, or their bicycles or rickshas have been upset. Others have escaped by a hair's breadth from trolleycoming trolleyrampage out of the alley-way between the godown centre and side blocks. The Acting Governor was only a few weeks ago thrown violently out of his ricksha and much shaken, at the corner of Elgin Road. This accident resulted in the removal of the offending rail, and an outbreak of sympathy and gratitude among the Kowloon residents, but we are to wait till some one is killed before effective measures are taken to prevent irresponsible coolies sending heavily laden or even empty trucks across the road at the fastest pace they can get up?

On Tuesday evening last about 7.30 p.m., when cautiously cycling past this dangerous spot, which by the way is the darkest place on the road, I suddenly became aware that a truck laden with two big bales was being rapidly rushed out of the alley across the road; I just had time to push on and escape, the truck grazing the hind wheel. There was no light, no policeman, and no supervision of the coolies. Had the truck caught the centre or front of the bicycle I do not see how I could have escaped a severe injury and possible permanent maiming.

Another grievous Kowloon resident of the Company is a large part of the road is often taken up with trucks laden with timber for long periods, without being moved. Why is the road used as a storage yard? If this is allowed the Company should change its name to the Kowloon Wharf and Road Godown Co., Ltd., etc.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. Present:—Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Hon. Dr. F. W. Clark, Medical Officer of Health; Hon. W. Chattem, Director of Public Works; Mr. C. M. Messer, Acting Registrar-General; and Mr. E. Osborne.

NO PLAGUE AT AMoy.

Hon. Dr. Clark laid on the table correspondence showing that the port of Amoy was now free from plague.

ERCTION OF BALCONIES.

Correspondence was laid on the table relative to the erection of balconies over Crown Land adjoining Marine Lots No. 128 to 136, Wing Lok Street.

The plans submitted were in accordance with the regulations in force within the Colony, it was pointed out by the Director of Public Works in a minute attached, but on the motion of Mr. OSBORNE, seconded by Mr. MESSER it was agreed to refuse the application.

THE DEATH-RATE.

A return was laid on the table showing that the death-rate during the week ended 23rd August was 36.8 per 1,000 of the population per annum, as against 36.3 in the previous week, and 27.0 in the corresponding period of last year.

LIME-WASHING.

The lime-washing return for the fortnight ended 30th August showed that 285 houses in the Eastern District had been so treated.

ANALYSIS OF WATER.

The report of Mr. F. Brown, the Government Analyst, for the month of August, bore the results of analyses of the public water service showed the water to be of excellent quality.

PLANS FROM THE PUBLIC WORKS DEPARTMENT.

Plans were submitted from the Public Works Department for (1) the extension of Wanchai market, (2) a temporary market, opposite the Sailors' Home, (3) a temporary market adjoining the new Harbour Office, and (4) details of stans for the above markets.

THE PLANS WERE PASSED, AS AMENDED.

THE TSIMSHATSUI MARKET.

Mr. OSBORNE.—While we are on the subject of markets, sir, I should like to ask the Director of Public Works if he can give us any information as to the Kowloon market, the site for which was prepared some time ago?

Mr. DR. CLARK.—Why not move that the Government be asked?

Mr. OSBORNE.—Very well, I beg to move that the Government be asked to proceed as soon as possible with the Tsimshatsui market.

Mr. DR. CLARK.—Seconded, and the motion was carried.

It was all the public business.

SUPREME COURT.

Thursday, 4th September.

IN SUMMARY JURISDICTION.

BEFORE HIS HON. MR. A. G. WISE (PRESIDING JUDGE).

BODEMEYER v. BOWA BREWING CO.

These were two actions, heard jointly, one for \$800 and the other for \$896.50, the first claim being in respect of salary for four months and the second comprising \$296.00 of hotel expenses paid by the plaintiff on behalf of Mr. MESLOVSKY and \$396.00 of travelling and other expenses incurred by the plaintiff on behalf of the Company. Mr. E. J. Grist of Messrs. Wilkins & Grist, solicitors, appeared for the plaintiff, and Mr. G. C. C. Master of Messrs. Johnson, Stokes & Master, solicitors, for the defendants on the instruction of the Hon. Wei A Yuk and Mr. Fung Wa Chun.

Mr. H. H. Bodemeye deposition that he was a surveyor. He was for some time in the employ of the Bowa Brewing Co. He held the position of general manager and also of secretary. He paid \$896.50 to the Hongkong Hotel for board and lodgings for Mr. MESLOVSKY. The Hon. Wei A Yuk asked him to pay that sum because Mr. MESLOVSKY was retained to serve in the brewery. That was before any work had been actually started by the Company. He had applied to Mr. Wei A Yuk for the repayment of that money, but had always been put off with the statement that the Company had no money in hand but that it would be paid by-and-by. He went to Japan for the Company in January, 1900. He received a sum of \$100 from Mr. Fung Wa Chun, which sum he entered in the books as money received. It was paid to him as travelling expenses. He went to Japan to see what Mr. MESLOVSKY was doing. That \$100 was all he received. His Japanese expenses were altogether nearly 500 yen. He was away from 26th January till 5th March. He was obliged to borrow \$300 from Mr. MESLOVSKY; all that money was expended by him on behalf of the Company. Mr. MESLOVSKY had got judgment against him for the sum. Before that suit he went to see Mr. Wei A Yuk and Mr. Fung Wa Chun. The latter told him that he had to fight Mr. MESLOVSKY's claim and then they would settle the matter. Mr. Wei A Yuk said the same thing. The \$300 had not been paid to him yet. His salary was \$200 a month, free travelling expenses and hotel expenses. His salary was reduced to \$50 in April, 1901, on condition that \$150 per month would be retained. That arrangement held during the month of May. On 31st May he came to a further arrangement with Mr. Wei A Yuk, that being brought into line with the rest of His Majesty's subjects, if they wish to aspire to the honour of British citizenship.—Yours, etc.,

THE EVIDENCE OF THE DEFENDANT.

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THE EVIDENCE OF THE PLAINTIFF.

Mr. E. J. Grist deposition that he was a solicitor. He was engaged by the Bowa Brewing Co. to represent the plaintiff in the action against Mr. H. H. Bodemeye.

He had been engaged by the Bowa Brewing Co. to represent the plaintiff in the action against Mr. H. H. Bodemeye.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE HONGKONG DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed
Lister's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS



QUEEN'S COLLEGE

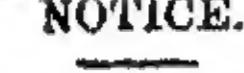
MICHAELMAS TERM begins MONDAY, the 8th instant.
Hongkong, 5th September, 1902. [2390]



WANTED.

FOREMAN (Chinese) to look after building work generally. Must be able to speak and write English. Only those accustomed to outdoor building work need apply. Apply to OFFICE IN CHARGE OF WORKS, H. M. Naval Yard, Hongkong.

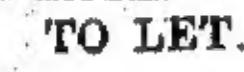
Hongkong, 5th September, 1902. [2387]



NOTICE.

M. HOOSAINALLY ABDEALLY left our services on the 1st August last. We beg to give notice that we are NOT RESPONSIBLE for any DEBTS contracted by him on our behalf.

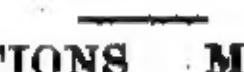
H. HIPTOOLA & CO.
Hongkong, 5th September, 1902. [2382]



TO LET.

NOS. 10, 12 and 14, LEIGHTON HILL ROAD. For Particulars, please apply to

MR. LI PAK,
Caro of Comptoir,
NIPPON YUSEN KAISHA
Hongkong, 5th September, 1902. [2389]



NOTICE.

TRANSLATIONS Made of Legal Documents from Portuguese into English and vice-versa; also of any kind of Documents from Portuguese, Spanish, French, English and vice-versa. Engraving, Legal Documents, &c., &c. Manuscript Music, &c. specifically.

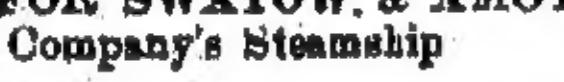
Apply to—

A. M. C. S.
Caro of Daily Press Office.
Hongkong, 5th September, 1902. [2383]



ALTERATION.

DOUGLAS STEAMSHIP COMPANY LIMITED.



FOR SWATOW & AMOY.

THE Company's Steamship



"THALES."

Captain Robson, will be despatched for the above ports TO-DAY, the 5th inst. at NOON. For Freight or Passage, apply to

DOUGLAS LIAILAK & CO.,
General Managers.
Hongkong, 5th September, 1902. [2391]



FOR SINGAPORE, PENANG AND CALCUTTA.

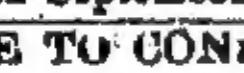
THE Steamship



"LIGHTNING."

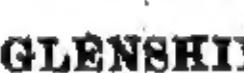
Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 9th inst. at 3 P.M. For Freight or Passage, apply to

DAVID SASBON & CO., LTD.,
Agents.
Hongkong, 4th September, 1902. [2386]



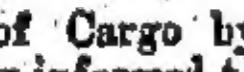
NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamer



"GLENSHIRE."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.



NOTICE TO CONSIGNEES.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY, the 4th inst.

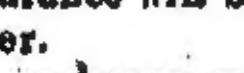
Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 a.m. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

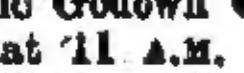
E. A. HEWEIT,
Superintendent.

Hongkong, 4th September, 1902. [2387]



NOTICE TO CONSIGNNEES.

FROM BOMBAY AND SINGAPORE.



"BISAGNO"

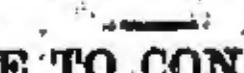
having arrived from thea ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 9th instant, will be subject to rent.

CARLOWITZ & CO.,
Agents.

Hongkong, 3rd September, 1902. [2388]



NOTICE TO CONSIGNNEES.

THE Steamship



"BISAGNO"

having arrived from thea ports, Consignees of

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into the Godowns of the Hongkong and Kowloon

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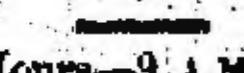
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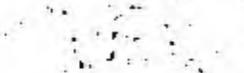
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HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

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The only office in China having European
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HONGKONG JOCKEY CLUB.

MEMBERS who are desirous of subscribing
M. for China Ponies for forthcoming
Meeting and who have not already sent their
names in, will please communicate with the
undersigned.

A. S. ANTON,
Acting Clerk of Course.
Hongkong, 25th August, 1902. [2280]

HONGKONG JOCKEY CLUB.

PROGRAMME FOR THE 1902
MEETING.

FIRST DAY

1. Wong Na Ching Stake, Five Furlongs,
Handicap Walkers.
2. Valley Stake, 1 Mile, China Griffins.
3. Maiden Stake, 1 Mile, Waler Griffins.
4. Victoria Stake, One Mile, China Ponies.
5. Fochow Cup, 2 miles, once round and
in, Open Walkers.

6. Derby, One and a half Miles, Waler Griffins.
7. Lusitano Cup, One Mile, China Griffins.
8. Club Cup, One and a half Miles, China
Ponies.

9. Encouragement Stake, One Mile, Waler
Griffins.

10. Chinese Club Cup, Once round, China
Griffins.

SECOND DAY

1. Flyway Stake, Seven Furlongs, Waler
Griffins.

2. Exchange Plate, 1 1/2 Miles, China Ponies.
3. Professional Cup, One and a half Miles,
Open Walkers.

4. German Cup, One Mile and a quarter,
China Griffins.

5. Garrison Cup, One Mile, Waler Griffins.

6. Jockey Cup, One Mile, China Griffins.

7. Great Southern Stake, 2 miles, once
round and in, China Ponies.

8. Navy Cup, One and a quarter Mile,
Hongkong Walkers.

9. Hornbeam Stake, One Mile and a half,
China Griffins.

10. Tai Yuen Fung Cup, Once round, China
Ponies.

THIRD DAY

1. Spring Stake, 2 miles, once round
and in, China Griffins.

2. Grand Stand Stake, One Mile and a
quarter, Waler Griffins.

3. Challenge Cup, One Mile and three-quarters,
China Ponies.

4. Ladies' Plate, One Mile, Hongkong Walkers.

5. Blake Challenge Cup, One Mile, China
Griffins.

6. The Prince's Cup, One Mile, China Ponies.

7. Phoenix Stake, 1 Mile, Waler Griffins.

8. Champion's Cup, One Mile and a quarter,
China Ponies.

9. Waler Champion's Cup, One Mile and a quarter,
Open Walkers.

10. Nil Dampierland Stake, 1 1/2 Miles, China
Griffins.

WEIGHTS, in inches as per Hongkong
Jockey Club Standard. Subject to penalties
for weight and allowances for Non-Winner
and Griffins, as may be determined by the
Stewards' discretion.

HONGKONG WALKERS means all
Walkers imported into Hongkong in any year
as Subscriptions or Derby Griffins.

WALER GRIFFINS means all Walkers
imported into Hongkong in 1902 as Griffins.

OPEN WALKERS means all Walkers
imported into Hongkong in any year as
"Subscription" or "Derby Griffins."

CHINA PONIES means all China
Ponies not exceeding 14 hands 2 inches in
height.

CHINA GRIFFINS means all China
Ponies imported into Hongkong in 1902 as
"Subscription Griffins."

CHINA PONIES means all China
Ponies not exceeding 14 hands 2 inches in
height.

By Order of the Stewards.

A. S. ANTON,
Acting Clerk of Course.
Hongkong, 25th August, 1902. [2270]

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SPORT AND ANECDOTE.

BY AN OLD FOGEY.

ENGLAND AND AUSTRALIA AT THE WICKET.

Whatever happens at Kennington Oval in August really does not matter to the cricketing world in either hemisphere, for the good and simple reason that the Mother Country lost the fourth match at Manchester last Saturday. It would be idle to quibble on the point that the new Commonwealth had only an advantage of three runs. True, this is the narrowest victory gained by either side in the whole series of International struggles, but one run would suffice. Thus we are face to face with the fact that Darling and his men have defeated England on a hard wicket at Sheffield and on a pitch injured by rain at Manchester. At Old Trafford, Darling would be the first to admit that he had his full share of fortune's favours. When each side had completed an innings, there were only 37 runs between them, but these were a balance in hand for the Cornstalks and did them good service. At one time there was every probability of the Motherland being very seriously in arrear, but Captain the Hon. Francis Stanley Jackson, the Yorkshire gentleman, and Leonard Braund, a professional from Surrey allowed to escape to Somerset, to say that it is in any way unfair or illegitimate. Starting from the neighbourhood of deep in the ground, he walks between the wicket and the umpire in a diagonal line, advancing as if he was bishop on a chess board. Nursing the ball in both hands, he suddenly grips it with the left, and bowls with a low, almost round arm action, the leather apparently leaving his hand about shoulder high with a curious twist upon it. Mr. C. Aubrey Smith, the actor who used to play for Sussex, was known as "round-the-corner Smith" for his delivery, but John Saunders is quite an exaggeration of this cricket. And I would not have believed he could have bowled so well as he did at Manchester without ocular demonstration of the fact. He rolls brilliantly to the occasion, and pitched ball after ball within a circle which would have a very small diameter. He can mix his pace, and the ball with which, he bowled Tait carried the stumps right out of the ground, which is indeed an achievement for one who is usually regarded as a slow bowler. He was a young lad who was picked up out of quite a small club, and owes all his social position and success to cricket. He is certainly a far better bowler than McKibbin and others who have come from Australia with the reputation of being the bowlers of the century. In Australia, where inter-state jealousy runs very high, it will be a matter for great congratulation in Melbourne that two Victorians should have been the means of defeating England. At Bradford and other places I have seen Saunders send down many loose balls, but last Saturday it was exceedingly difficult to obtain runs off him at all, and he was indeed to keep their stamp intact, let alone to score with that freedom which ordinary people might expect. It was a struggle for life by Australia, and their fielding was an object lesson to all English cricketers. One could not wish to see more brilliant catches than those made by Reggie Duff, Sidney Gregory, and Clem Hill, while the stamping of Braund by Kelly was worthy of Blackham himself. When we consider these circumstances, combined with the fact that at luncheon on the first day Australia had 173 runs on the books for one wicket, it is greatly to the credit of England that they were not beaten by more than three runs. In the most sensational finish on record I think that England are entitled to almost as much honour as Australia, but not quite. The difference is represented very accurately by three runs.

THE VERY PRECISION OF BOWLING.

I have already indicated that I consider the Australian bowlers were on the whole better than those of England. My one great reason for this opinion is based on the indisputable fact of the greater accuracy in length obtained by all those who took a turn with the ball. For instance in the second innings of England, when the real crisis arrived, the Colonists delivered no fewer than 298 balls for 115 runs from the bat. This is a very small percentage, and if you want to know what accuracy means I should like to point out that Trumble, who had no rest, delivered 23 over. In his eleventh, in his fourteenth, in his fifteenth, and in his seventeenth five 4's were hit as his expense, but with these exceptions he was never hit for more than three in any stroke, and after the total had passed 100, Trumble then took three wickets for nine runs. He was continually pitching the ball on one spot and coming across from the "off" to the "leg," and using every artifice known to cricketers, such as varying his pace, sending in a plain ball and even going the length of tempting his opponents to hit out for runs. Trumble, too, has a clever trick of elevating and lowering his arm at the moment of delivery, and this, you know, makes all the difference in the flight of the ball. A layman, that is to say, one who is not a cricketer, may deem this a very small matter, but if you come to think about it, the ball only travels 20 yards after leaving the hand of the bowler and the most trivial differences help to get a wicket or to make a batsman get himself out. Hugh Trumble is a Victorian who has now visited England five times. Born on May 12th, 1837, he is 35 and looks his age. He is a very tall fellow, standing about 6ft. 4in., but other men of great stature, he is a gentle, genuine, and engaging companion. Just prior to this tour he was married, and came on his honeymoon to England, and Mrs. Trumble was one of the spectators of her husband's triumph last Saturday. You see Trumble not only maintains such a splendid length, but sending the ball down from such an altitude, the leather jumps up very awkwardly from the pitch. English wickets suit him better than those of his own country, and "Hughie" declares that if a man has any

bowling in him as a natural gift England is the place to bring it out of him, although a good bowler is not made in a day. Moreover, Trumble bowls rather faster in England than when he is at home, and always keeps pegging away by generally pitching on the off-stump. I only wish some of our English bowlers had the brains, the patience, and perseverance of Trumble, who is generally known to his play-folks by the nickname of "Little Eva." When he was in England in 1890 Trumble took 53 wickets for 21 runs each; in 1893, 123 wickets for 18 runs each; in 1896, 148 wickets for rather less than 16 runs each, while in 1899 he was the only man on the Australian side who got a double first, as his victim with the ball counted 142 and his runs with the bat 1,183. When we add to all this that he is a great fielder we see at once how valuable is Trumble, and what a pity it was that he could play so little during May and June owing to a bad accident with one of his thumbs. Now the other bowler, J. V. Saunders, also comes from Victoria, but is not by any means so well known in England as Trumble, as this is his first visit to our shores and I am afraid that the public were rather prejudiced against him before he came by the accusation that his delivery was open to suspicion. His delivery altogether is a curiosity, but I should hesitate to say that it is in any way unfair or illegitimate. Starting from the neighbourhood of deep in the ground, he walks between the wicket and the umpire in a diagonal line, advancing as if he was bishop on a chess board. Nursing the ball in both hands, he suddenly grips it with the left, and bowls with a low, almost round arm action, the leather apparently leaving his hand about shoulder high with a curious twist upon it. Mr. C. Aubrey Smith, the actor who used to play for Sussex, was known as "round-the-corner Smith" for his delivery, but John Saunders is quite an exaggeration of this cricket. And I would not have believed he could have bowled so well as he did at Manchester without ocular demonstration of the fact. He rolls brilliantly to the occasion, and pitched ball after ball within a circle which would have a very small diameter. He can mix his pace, and the ball with which, he bowled Tait carried the stumps right out of the ground, which is indeed an achievement for one who is usually regarded as a slow bowler. He was a young lad who was picked up out of quite a small club, and owes all his social position and success to cricket. He is certainly a far better bowler than McKibbin and others who have come from Australia with the reputation of being the bowlers of the century. In Australia, where inter-state jealousy runs very high, it will be a matter for great congratulation in Melbourne that two Victorians should have been the means of defeating England. At Bradford and other places I have seen Saunders send down many loose balls, but last Saturday it was exceedingly difficult to obtain runs off him at all, and he was indeed to keep their stamp intact, let alone to score with that freedom which ordinary people might expect. It was a struggle for life by Australia, and their fielding was an object lesson to all English cricketers. One could not wish to see more brilliant catches than those made by Reggie Duff, Sidney Gregory, and Clem Hill, while the stamping of Braund by Kelly was worthy of Blackham himself. When we consider these circumstances, combined with the fact that at luncheon on the first day Australia had 173 runs on the books for one wicket, it is greatly to the credit of England that they were not beaten by more than three runs. In the most sensational finish on record I think that England are entitled to almost as much honour as Australia, but not quite. The difference is represented very accurately by three runs.

achievement. If any one were to ask me the secret of the success of Shrewsbury, I should say that all through life he has been a most abstemious man, and careful in every possible respect. For years he seldom read a newspaper, for the simple reason that reading used to affect his eyesight for cricket. He seldom indulges himself with any stimulant or tobacco. I have never seen him smoke during the twenty years I have known him, and what is more, I have never seen him without his esp. It is said that he is pretty bald and particularly sensitive upon the point."

INTERNATIONAL ATHLETICS.

I was gratified to see that the South London Hurriers at the Crystal Palace last Saturday held an athletic match with what is known as the racing club of France. There were seven events for decision as between the two and the Londoners won five against two of the Frenchmen. One had no desire to be pleased over this fact, as, of course, we expect young Englishmen to show to advantage in some sports at least. The Parisians gained their victories in the mile and 120 yards hurdles. The times were slow, but nevertheless I should say that M. H. Deloge would make a very good-mile-runner if he were taken in hand and properly trained. I have seen him run before this year, and I must say that he has splendid physique and capital action. They seem to me to turn out very decent milers across the Channel. Quite the event of the season so far as long distance running is concerned, has been the last 15 miles race of Fred Appley, who has put up some new records, including 15 miles in 1 hour 9 minutes 27 1/5 seconds, 14 miles in 1 hour 14 minutes 53 seconds, and 15 miles in 1 hour 20 minutes 4 3/5 seconds. Thus little Appley—for he is only 20 and 7st. 12lbs. at that—demolished the records of St. Thomas, who, I understand, is not now very prosperous as this world goes. Last Saturday Joseph Blunks, the new mile champion, made an attack on the three quarter mile record—3 minutes 10 4/5 seconds, done by Charles Bennett at Paddington in September, 1900. The Kewell Hill Track was chosen for the occasion, but with heavy going and a strong breeze, Blunks had no chance whatever of lowering the figures, and considering that he was manifestly out of condition I think it was absurd for him to turn out, for he retired after going half the distance, the attempt being a complete farce.

London, 2nd August.

THE RATE OF WAGES.

This subject has afforded matter for dispute from the day when first one man hired another, and will probably continue to do so until we have developed into creatures as unlike what we are now as our present state is unlike that of the jellyfish. And yet, stripped of sentiment (with which it has really nothing to do), the case is simple enough. The labourer sells his labour for the most money he can get for it, and the capitalist sells his money for the most labour he can get for it, the natural rate of wages being found midway between these two antagonistic forces. But many will not have so, importing into the argument all sorts of irrelevant considerations.

It is the custom of a certain London merchant to refuse an increase of salary to an employee who presumes to ask for it, regarding any such request as impudent, while those who don't ask he says don't need it. That merchant is difficult to deal with, yet there is a way to deal with him and his like. The employee, who is full of energy, with a thorough mastery of the affairs entrusted to him, will never want for employment and fair pay. Where one employer will let him go, ten others will be eager to get hold of him, for there are none too many of his kind. Why are such men scarce? The answer is ready: Energy can't co-exist only with health. Energy can't co-exist only with health. The case of Mr. Jansan of Karabury Station, near Hay, N.W., an unquestionably industrious man who used to be laid aside from time to time. Writing on January 20, 1902, Mr. Jansan says: "Towards the close of 1900 we had extremely hot weather in this part of Hertfordshire, day after day the thermometer rising to 100° to 120° Fahr., in the shade. My occupation (that of station carpenter) compelled me to spend the greater portion of my time exposed to the scorching heat of the sun, a fact to which I attribute my subsequent suffering. I lie at the bottom of the stomach on rising in the morning, and a distaste, almost amounting to a loathing, for food of whatever kind. Then I became alarmed by acute pains in the region of the heart. The bowels, too, were very irregular in their action, extreme constipation alternating with violent purging. I could not eat, and for want of proper nourishment became so weak that I could hardly stand. Frequently I had to lie up entirely, neglecting my work for days at a time.

Each week marked a change for the worse in my condition, and to my other symptoms were soon added sick headaches and terrible pains about the chest, all of which made me very low-spirited, and irritable. After ineffectually taking as much patent medicine as would fill a sheep tank, I请教ed myself in the care of a doctor, who informed me that I was suffering from acute indigestion, and that my nervous system was shattered. He at once advised me for twelve months, at the end of which time I was worse than when I first consulted him. Although I am a little over 5 years of age, I feel like a worn-out old man, and had not the strength of a ten year old lad. I began to think I was beyond the aid of medicine, when a friend of mine, who had tried another Seigle's Curative Syrup with much benefit, persuaded me to try it. I at once found relief from almost the first drop. By the time I had taken two bottles I knew that I was fairly on the road to health, and my strength returned much quicker than I expected. Before the sixth bottle was completed I was restored to a thoroughly healthy and robust condition. I could eat, sleep, and work without distress or even discomfort. It is now six months since my cure was completed, when I gave up taking the Syrup regularly; but, as a precaution, I still take a couple of doses every week. Many other persons in this district have taken it on my recommendation, and in no case has it failed."

HANATA M. S. T. (Continued from the same page)

F. L. S. (Continued from the same page)

WILLIAM BARNES (Continued from the same page)

EDWARD JONES (Continued from the same page)

JOHN BROWN (Continued from the same page)

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked **K**, nearest Hongkong **A**, midway between Hongkong and Kowloon **B**, and those vessels berthed at the Kowloon Wharf **C**, together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BRETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ANTENOR	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	To-morrow.
LODGE, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	2 m.	P. & O. S. N. Co.	On 13th inst., at Noon.	
LONDON	DARDANUS	Brit. str.	—		On 16th inst.	
LONDON	DIOME	Brit. str.	—		On 30th inst.	
LONDON	JASON	Brit. str.	—		On 14th October.	
LIVERPOOL DIRECT	PYREUS	Brit. str.	—		On 20th inst.	
MARSEILLES & LONDON	BANCA	Jap. str.	—		To-morrow, at 3 P.M.	
MARSEILLES, LONDON, & ANTWERP, V. S'PORE, &c.	TOKIN	Fren. str.	—		On 8th inst., at Daylight.	
MARSEILLES, &c., VIA PORTS OF CALL	HAKATA MARU	Jap. str.	—		On 8th inst., at 1 P.M.	
MARSEILLES, LONDON, & ANTWERP, V. S'PORE, &c.	BERNALDER	Brit. str.	2 m.		On 20th inst., at Daylight.	
GENOA, LONDON & ANTWERP	PRINCESS IRNE	Ger. str.	2 m.	P. & O. S. N. Co.	On or about 12th inst.	
BREMEN, VIA PORTS OF CALL	KONIGSBERG	Ger. str.	2 m.		On 18th inst.	
HAVRE & HAMBURG	BAMBERG	Ger. str.	—		On 12th inst.	
HAVRE & HAMBURG	PEERBURG	Ger. str.	—		On 24th inst.	
HAVRE & HAMBURG	SILVIA	Ger. str.	—		On 8th October.	
HAVRE & HAMBURG	SAXONIA	Ger. str.	—		On 22nd October.	
HAVRE & HAMBURG	SURIA	Ger. str.	—		On 6th November.	
HAVRE & HAMBURG	NIPPON	Ana. str.	—		On 19th November.	
HAVRE & HAMBURG	HEATHBURN	Brit. str.	2 m.		On 17th inst., P.M.	
HAVRE & HAMBURG	GLENROY	Brit. str.	—		On or about 11th inst.	
TELESTE, &c., VIA SINGAPORE &c.	ATON	Brit. str.	—	Selby	On 13th inst.	
NEW YORK VIA PORTS & SUEZ CANAL	INDREAN	Brit. str.	—		On 20th inst.	
NEW YORK VIA SUEZ CANAL	TAITAE	Brit. str.	—		On 30th inst.	
VANCOUVER, VIA SHANGHAI &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		On 10th inst.	
VANCOUVER, VIA SHANGHAI &c.	HYADES	Brit. str.	4 m.		On 24th inst., at Noon.	
VICTORIA (B.C.) & TACOMA VIA JAPAN	IYO MARU	Jap. str.	—		On 12th inst.	
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI &c.	KINSHU MARU	Jap. str.	—		On 8th inst., at 4 P.M.	
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI &c.	HYSON	Jap. str.	—		On 22nd inst., at 4 P.M.	
PORLAND, OREGON	INDEASAMHA	Brit. str.	2 m.		About 2nd October.	
AUSTRALIAN PORTS	CHANOHA	Brit. str.	2 m.		On 13th inst.	
KOBE & YOKOHAMA	GLENSHIEL	Brit. str.	—		On 13th inst., at Noon.	
KOBE & YOKOHAMA	HOSHIMA MARU	Brit. str.	—		To-day, at 5 P.M.	
KOBE & YOKOHAMA	CHINTU	Brit. str.	—		On 8th inst., at Noon.	
KOBE & YOKOHAMA	INABA MARU	Brit. str.	—		On 8th inst.	
KOBE & YOKOHAMA	IDZUMI MARU	Brit. str.	—		On 12th inst., at Daylight.	
KOBE & YOKOHAMA	HITACHI MARU	Brit. str.	—		On 25th inst., at Noon.	
KOBE & YOKOHAMA	SAYOIA	Brit. str.	—		On 29th inst., at Daylight.	
NAGASAKI & VLADIVOSTOCK	MANCHURIA	Brit. str.	—		To-day, at 5 P.M.	
PORT ARTHUR & VLADIVOSTOCK	KWANSHUO	Brit. str.	—		Quick despatch.	
TENTSIN	CHINKIANG	Brit. str.	—		On 8th inst.	
CHEFOO & NEWCHIANG	TAIWAN	Brit. str.	—		On 8th inst.	
SHANGHAI & CHINKIANG	PRINZ R. LUFTPOLD	Brit. str.	—		To-morrow.	
SHANGHAI, NAGASAKI, HOKO & YOKOHAMA	OCEAN EM.	Fren. str.	—		To-day, at 10 A.M.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HANGCHOW	Aus. str.	—		On or about 6th inst.	
SHANGHAI	TROI	Brit. str.	—		On 8th inst.	
SHANGHAI	VALETTA	Jap. str.	1 m.		On 10th inst.	
TAMSUL, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.		On about 13th inst.	
FOOCHOW, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.		On 7th inst.	
ANPING, VIA SWATOW & AMOY	MAIDUZU MARU	Jap. str.	1 m.		On 10th inst.	
SWATOW & AMOY	THALES	Brit. str.	2 h.		On 17th inst.	
SWATOW, AMOY & FOOCHOW	HAICHINO	Brit. str.	2 h.		On 25th inst., at Noon.	
MANILA	YUEN SANG	Brit. str.	—		On 7th inst., at Daylight.	
MANILA	DIAMANTE	Brit. str.	—		To-day, at 4:30 P.M.	
MANILA	SUNGKIAN	Brit. str.	—		On 8th inst., at 4 P.M.	
MANILA	ZAFIRO	Brit. str.	—		On 12th inst., at 4 P.M.	
MANILA	ROSETTA MARU	Jap. str.	—		On 16th inst., at 3 P.M.	
SAMARANG & SURABAYA	SHANTUNG	Brit. str.	—		On 9th inst.	
BATAYA, VIA SINGAPORE & PENANG	BIRAGNO	Ital. str.	—		On 11th inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—		On 9th inst., at 3 P.M.	
SINGAPORE, COLOMBO & HOMDAY	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	On 12th inst., at Noon.	

SHIPPING.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HOKO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"PRINZ REGENT LUFTPOLD,"

OF THE NORDDEUTSCHER LLOYD.

Captain E. Oessmann, will leave for the above

places TO-DAY, the 5th inst., at 10 A.M.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO.

Ag'tis.

Hongkong, 1st September, 1902.

INFO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

Captain P. H. Rolfe, will be despatched as above

TO-DAY, the 5th September, at 4:30 P.M.

This Steamer has superior accommodation

for First class Passengers and is fitted through

out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 3rd September, 1902.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

4th September.

Chingien, Chinese str., for Canton.

Taisong, British str., for Swatow.

Thales, British str., for Canton.

DEPARTURE.

4th September.

CHIYUEN, Chinese str., for Canton.

GUTHRIE, British str., for Australia.

JASON, British str., for Shanghai.

KONIG ALBERT, German str., for Europe.

PEMBROKESHIRE, British str., for Shanghai.

TAISANG, British str., for Canton.

VESSELS IN DOCK.

4th September.

ABERDEEN DOCKS.—Hatchin, Astor.

ALOIS DOCKS.—Soleil, Rabi, H.M.S.

Wizan, Sian, Indrasenca, Tastar, Bhatari.

Ilog, zuela.

COSMOPOLITAN DOCK.—Changsha, Iyo Maru.

SHIPPING REPORTS.

The British Steamer *Seafarer*, from Swatow

3rd Sept., had light variable winds, fine and

clear weather.

The British steamer *Glenesk*, from Singa-

pore 30th August, had W. and N.W. winds,

squally weather to lat. 12° N., thence to port

weather fine, clear weather.

The British steamer *Hatching*, from Foochow

31st Aug., Amoy 2nd Sept., and Swatow 3rd,

had moderate N.W. wind and fine, clear weather

to Amoy. From Amoy to Swatow light S.W.

breeze and fine, clear weather. From Swatow

to port light westerly breeze, fine and clear.

Vessels in Amoy.—Sir, Germania and ship State

of Maine. In Swatow.—Sir, Canton and

Chusan.

VESSELS ON THE BERTH.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR SERVICE

FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

THE following Steamers will be despatched

as above, carrying Cargo at current

rates.—

PROPOSED SAILINGS FROM HONGKONG, S.S. "INDRAH."

30th Sept., 1902.

S.S. "INDRAWADI" ... Oct., 1902.

For Freight and further information, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 3rd September, 1902.

[2364]

IMPERIAL GERMAN MAIL LINE.

LINESHIP.

SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

SAILING DATES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

SAILING DATES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

SAILING DATES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

SAILING DATES

OCEAN STEAM SHIP COMPANY, LTD.
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

OUTWARDS.		DUE.
STEAMERS		
"NESTOR"		On 8th September.
"MACHAON"		On 18th September.
"KAISOW"		On 18th September.
"ACHILLES"		On 25th September.
"MENELAUS"		On 1st October.
"HYSON"		On 2nd October.
"AGAMEMNON"		On 9th October.

HOMWARDS.		TO SAIL.
STEAMERS		
"ANTENOR"		On 6th September.
"DARDANUS"		On 16th September.
"DIOMED"		On 30th September.
"JASON"		On 14th October.
"PYREBUS"		On 20th September.

(Taking cargo at London rates) The S.S. "ANTENOR" left Foochow on the 4th inst., and is due here on the 6th inst., a.m.

The S.S. "LAETIES" left Singapore on the 31st ult., and is due here on the 6th inst.

The S.S. "NESTOR" left Singapore on the 3rd inst., p.m., and is expected here on the 8th inst.

The S.S. "HYSON" loads for Pacific Ports—see special advertisement.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 5th September, 1902.

CHINA NAVIGATION CO., LIMITED.

STEAMERS		TO SAIL.
SHANGHAI and CHINKIANG		On 8th September.
CHEFOO and NEWCHIANG		On 8th September.
KOBE and YOKOHAMA		On 8th September.
TIENTSIN		On 8th September.
SAMARANG and SOUABAYA		On 8th September.
SHANGHAI		On 8th September.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		On 10th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 4th September, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
STEAMERS	LEAVING	
TAMSUI VIA SWATOW AND AMOY	SUNDAY, 7th September.	
TAMSUI VIA SWATOW AND AMOY	SUNDAY, 14th September.	
FOOCHOW, VIA SWATOW AND AMOY	WEDNESDAY, 10th September.	
ANPING VIA SWATOW AND AMOY	WEDNESDAY, 17th September.	

The Co.'s new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through bills of lading are issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, De Vaux Road Central.

T. ARIMA,
 Manager.

Hongkong, 5th September, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT-PORT FRANCAIS.		
NOTICE.		
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE		
STEAM FOR TONKIN, Captain Schmitz, with Mails, Passengers, Specie and Cargo, will have this Port for MARSEILLES, via BOMBAY.		
This steamer connects at COLOMBO with the a.s. Ville de Cocte, which vessel takes on her Passengers and Mails, leaving that port on the 20th September, direct to Suez Port Said and Marseilles.		
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.		
Shipping Orders will be granted till Noon, cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 7th September. (Parcels are not to be sent on board, they must be left at the Agency's Office) Contracts and Value of Packages are required.		
For further particulars, apply at the Company's Office.		
G. DE CHAMPEAUX, Agent.		
Hongkong, 27th August, 1902.		

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.		
FOR MANILA.		
DIAMANTE.		
Captain R. Rodger, will be despatched as above on MONDAY, the 8th September, at 4 p.m.		

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the electric light.

A doctor is carried.

For Freight or Passage, apply to

SHewan, TOMEs & CO.

General Managers.

Hongkong, 30th August, 1902.

NATAL LINE OF STEAMERS.		
THE Underwriters GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH CHINA, in connection with the CHINA NAVIGATION CO.'s forthcoming services from CALCUTTA to CAPE PORTS every fortnight.		
For Freight and further particulars, apply to		
DODWELL & CO. LIMITED.		

General Agents for CHINA and JAPAN.

Hongkong, 4th August, 1902.

[2326]

THE CHINA NAVIGATION CO., LTD.		
FOR MANILA.		
ROSETTA MARU.		
Captain Tato, will be despatched for MANILA on TUESDAY, the 16th inst., at 3 p.m.		

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewards carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA.

Agents.

Prince's Buildings, Ice House Street.

Hongkong, 5th September, 1902.

[16]

TOYO KISEN KAISHA.
 (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN

HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,676 Tons.

Captain Tato, will be despatched for MANILA on TUESDAY, the 16th inst., at 3 p.m.

Excellent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed.

Electric Light. Doctor and Stewards carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA.

Agents.

Prince's Buildings, Ice House Street.

Hongkong, 5th September, 1902.

[16]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

THE Company's Steamship

"TIROL."

Captain Brofield, will leave for the above places on WEDNESDAY, the 10th inst., at 4 p.m.

This Steamer has capital accommodation for Passengers. Electric Light, and carries a Doctor.

For Freight or Passage, apply to

SANDER, WIELER & CO.

Agents.

Prince's Building.

Hongkong, 4th September, 1902.

[2331]

NAVIGAZIONE GENERALE D'ITALIANA

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AEGEAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking cargo at through rates to PERSIAN GULF and HOODAD; also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"BISAGNO."

Captain Musio, will be despatched as above on THURSDAY, the 11th inst., at NOON.

At Bombay, the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.

POST OFFICE NOTICES.

The *Prinz Regent Luitpold*, with the German Mail of the 8th inst., left Singapore on Sunday the 31st inst., at 7 a.m., and may be expected here to-day.
The *Coptic*, with the American Mail of the 6th inst., left Shanghai, on Wednesday, the 3rd inst., at midnight, and may be expected here to-morrow.
The *Oceanian*, with the French Mail of the 8th inst., left Saigon on Thursday, the 4th inst., at 7 a.m., and may be expected here on or about Sunday, the 7th inst. This packet brings replies to letters despatched from Hongkong on the 6th inst.

MAILS WILL CLOSE

FOR

Canton
Taungtaw
Swatow and Bangkok
Swatow, Singapore and Bangkok
Bangkok
Swatow and Amoy
Quang Tchao
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA
Macao
Mauls
Shanghai, Moji, Kobe and Yokohama
Nagasaki and Vladivostock
Kamtschatka and Samschou
Swatow
Canton
Singapore
Singapore and Chinkiang
Singapore
Swatow, Amoy and Foochow
Singapore, Fuzhou and Colombo
Kobe and Yokohama
Kobe and Yokohama

EUROPE, &c., India via Tuticorin
(Late Letters 11.10 to 11.30 A.M. Extra
Postage 10 cents.)

Manila
Shanghai, Moji, Kobe, Yokohama, Victoria,
B.C., and Seattle
Tientsin and Newchwang

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU, and SAN FRANCISCO
(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents)

Singapore, Sourabaya and Samarang
Singapore, Madras and Calcutta
Samarang and Sourabaya
Shanghai

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA AND VANCOUVER, B.C.

Singapore, Penang and Bombay
Manila
Tinbury Island, Cooktown, Cairns, Towns-
ville, Brisbane, Sydney and Melbourne

EUROPE, &c., India via Tuticorin
(Late Letters 11.10 to 11.30 A.M. Extra
Postage 10 cents)
(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents)

TO-DAY.

Hongkong Jockey Club Drawing of Walkers
Griffins, Grand Stand 5 p.m.
TO-MORROW.

Sale, Provisions, No. 13, D'Aguilar Street,
Mr. Geo. P. Lamont, noon.
Sale, Boots, &c., Sale Rooms, Messrs. Hughes
& Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.
4th September

ON LONDON.—
Telegraphic Transfer 181
Bank Bills, on demand 181
Bank Bills, at 60 days sight 181
Bank Bills, at 6 months sight 181
Certificates, at 6 months sight 181
Documentary Bills, 6 months sight 181

ON PARIS.—
Bank Bills, on demand 17
Certificates, at 4 months sight 21

ON GENEVA.—
On demand 177

ON NEW YORK.—
Bank Bills, on demand 491
Certificates, at 60 days sight 491

ON BOSTON.—
Telegraphic Transfer 1203
Bank Bills, on demand 130

ON CALCUTTA.—
Telegraphic Transfer 1204
Bank Bills, on demand 130

ON SHANGHAI.—
Bank, at sight 101
Private, 30 days' sight 101

ON HONGKONG.—
On demand 101 p.c.p.m.

ON MANILA.—
On demand 11 p.c.p.m.

ON SINGAPORE.—
On demand 5 p.c.p.m.

ON BATAVIA.—
On demand 104

ON HALIPHON.—
On demand 13 p.c.p.m.

ON SAIGON.—
On demand 1 p.c.p.m.

ON BANGKOK.—
On demand 603

SAVAGEAN, Bank's buying rate \$150

GOOD LEAF, 100 lbs. per cwt 60.05

PEL SILK, per oz 24

OPUM.

4th September.
Quotations are— Allow 2s to 1 catty.

Malwa New \$800 to \$900 per picul
Malwa Old \$850 to \$950

Malwa Old \$1000 to \$1050

2 p. per wrapped to —

Persian fine quality \$600 to —

Persian extra fine to —

Fatua New \$800 to — per chintz

Fatua Old \$200 to —

Benares New \$880 to —

Benares Old to —

VESSELS EXPECTED.

THE AMERICAN MAIL.
The O & O. steamer *Coptic* left Shanghai for this port at midnight on the 3rd inst., and is due here to-morrow at 10 a.m.

The T.K.K. steamer *America Maru* left Yokohama for this port on the 5th inst., via Island Sea, &c.

The new P.M. steamer *Korea* left San Francisco for this port, via Honolulu, &c., on the 30th inst.

THE FRENCH MAIL.
The M.M. steamer *Oceanic* left Saigon on the 4th inst., at 7 a.m., for this port.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of Japan* arrived at Kobe at 4.30 p.m. on the 2nd inst., and left again at 3 a.m. on the 3rd for Shanghai, via Nagasaki, where she is due to arrive at 4 a.m. to-morrow.

JOINT STOCK SHARES

Hongkong, 3rd September.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shai...	\$125	\$305, buyers L'do, 120, exdiv.
Natl. Bank of China	23	\$27, sellers
A. Sharpe & Co.	23	\$27, sellers
Four. Shares...	21	\$20, sellers
Bell's Autodesk, E. A.	21	\$1, buyers
Campbell, Mavor & Co.	15	\$13, buyers
China-Borneo Co., Ltd.	15	\$20, sellers
China Light & Power Co., Ltd.	15	\$15, sellers
China Power & M...	10	\$10, sellers
Cigar Companies	500	\$300, nominal
Aluminium, Ltd.	500	1000, a share
Tract Co., Ltd.	500	\$45, sellers
otten Mather	100	Letters, &c., 9.03 A.M.
Evans	100	12.15 P.M.
International	100	3.31 P.M.
Lau Yung Chow	100	9.00 A.M.
Soyaceo	100	9.00 A.M.
Soviet	100	9.00 A.M.
Tungkong	100	11.00 A.M.
Petrach	100	11.00 A.M.
Patshau	100	11.00 A.M.
Singapore	100	11.00 A.M.
Swatow and Chinkiang	100	11.00 A.M.
Singapore	100	11.00 A.M.
Swatow, Amoy and Foochow	100	11.00 A.M.
Singapore, Fuzhou and Colombo	100	11.00 A.M.
Kobe and Yokohama	100	11.00 A.M.
Kobe and Yokohama	100	11.00 A.M.

Registration, 8.00 A.M.

Letters, &c., 9.03 A.M.

Registration, 10.00 A.M.

Registration, with late fee of 10 cents, up to 10.45 A.M.

Letters 11.00 A.M.

Monday, 8th, 3.00 P.M.

Tuesday, 9th, 3.00 P.M.

Wednesday, 10th, 11.00 A.M.

Registration, with late fee of 10 cents, up to 10.45 A.M.

Letters 11.00 A.M.

Tuesday, 9th, 2.00 P.M.

Tuesday, 9th, 4.00 P.M.

Wednesday, 10th, 11.00 A.M.

Wednesday, 10th, 4.00 P.M.

Thursday, 11th, 3.00 P.M.

Saturday, 13th, 10.00 A.M.

Saturday, 13th, Printed matter and samples 10.00 A.M.

Registration, 10.00 A.M.

Registration, with late fee of 10 cents, up to 10.45 A.M.

Letters 11.00 A.M.

Tuesday, 9th, 2.00 P.M.

Tuesday, 9th, 4.00 P.M.

Wednesday, 10th, 11.00 A.M.

Wednesday, 10th, 4.00 P.M.

Thursday, 11th, 3.00 P.M.

Friday, 12th, 3.00 P.M.

Saturday, 13th, 10.00 A.M.

Saturday, 13th, Printed matter and samples 10.00 A.M.

Registration, 10.00 A.M.

Registration, with late fee of 10 cents, up to 10.45 A.M.

Letters 11.00 A.M.

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Saturday, 13th, 10.00 A.M.

Saturday, 13th, Printed matter and samples 10.00 A.M.